

## PASSENGERS ON ERIK TELL OF MACMILLAN

Inability to Reach Flagler Bay, in Kane Sound,  
Means Reversal of Well Laid Plans  
for Three Years.

### TRIP IN GREENLAND NEXT SUMMER

Judge Carroll Sprigg and Frederick Patterson Return Enthusiastic Over the Arctic as a Hunting Ground, Although Captain Cut Short Their Sport.

(By Telegram to The Tribune.)

New Glasgow, N. S., Sept. 18.—After battling for ten days with a giant field of ice which threatened momentarily to crush his ship and put an immediate end to his expedition, Donald B. MacMillan, as already told by himself in a dispatch to The Tribune, was forced to give up hope of reaching Flagler Bay, in Kane Basin. His fight against the ice was hopeless, and he was compelled to return to Etah, upsetting and practically reversing his entire well laid plans for the three years' work.

The exploration of the Greenland ice cap, which had been scheduled for the summer of 1915, probably will be made next summer, and the discovery and investigation of Crocker Land will go over until 1915, or even 1916, as ice conditions may permit or make necessary.

These were opinions expressed to-day by Judge Carroll Sprigg and Frederick Patterson, of Dayton, Ohio. They were passengers on the steamship Erik when she went north to Etah to take the Crocker Land party to winter quarters. Both returned in the Erik glad to get back and enthusiastic over the Arctic as a hunting ground, but inclined to give little information yesterday. However, they told of the wreck of the Diana and the narrow escape of the expedition from a sudden end. They related to-day the story of the upset of MacMillan's plans.

#### Icebergs 1,000 Feet High.

"Mr. MacMillan was in a predicament," said Judge Sprigg. "The west side of South Sound was piled up with ice. Scattered through this Sierra-like field were huge icebergs. Some were a mile or so long and stood 1,000 feet high. We reached Etah on August 18, and from that time repeated attempts were made to find a lead in the field or to force a path through it, but it was impossible. Mr. MacMillan was anxious to get as far up as possible, for every mile we made meant many miles of sledging saved later. Several small openings were found in the field, but the ice was too restless to risk entering them. These would have gained some advantage, but the danger was too great, and with no prospects of any immediate bettering of conditions we had to return to Etah."

To have pushed on would have been to face two conditions. One was the loss of the ship. The other to freeze her in all winter. Either would have put an end to the expedition right there. The Erik carried three years' supplies for six officers and twenty men, with Esquimaux. Had she been frozen in for the winter there would have been all her crew to feed. If she were lost, even with all supplies saved, which might not be the case, the situation would have been even worse, and either would have been the death blow of the expedition. Hence of three evils Mr. MacMillan chose what to him seemed the least, and returned to Etah, where he decided to pitch his winter quarters.

Etah is about fifty miles south of Flagler Bay, in Kane Basin, and is the point from which Mr. MacMillan had intended to start for his Greenland work. The spot chosen for the camp was a spot well sheltered by a great cliff about 1,200 feet high. Mr. Patterson said. It faced the south and seemed admirably suited to the needs of the party.

#### Supplies Taken Ashore.

"We began on August 28 to land our supplies," said Judge Sprigg, "and in three days all was ashore. Not a thing was lost. The ship drew close in, and a pier or landing stage was built on which most of the heavy pieces were taken ashore. Other things were taken on boats. We had a dozen or fifteen Esquimaux, and they certainly worked hard. Mr. Patterson and I pitched in and did our part, though we were only passengers. The crew of the ship did little to help.

"Our departure for St. John's, Newfoundland, was made at 4 o'clock on the afternoon of August 31. As soon as the last supplies were put off Captain Kelfoe did not even stop to take on

## DIANA WRECKED IN ATTEMPT TO AVOID TITANIC MISHAP

(By Cable to The Tribune.)

Port aux Basques, N. E., Sept. 18.—The story of the wrecking of the sealing steamer Diana, with the MacMillan Crocker Land expedition aboard, was told to-day for the first time by Judge Carroll Sprigg and Frederick Patterson, both of Dayton, Ohio. They were passengers on the Diana when she went on the route in the Strait of Belle Isle, at Barge Point, Labrador, on the night of July 15, and returned with the Erik, in which the expedition was continued. The Diana's wreck, they said, was due to an effort on the part of the helmsman to avoid a fate similar to that of the Titanic.

For hours before she hit the reef, which tore ninety feet from her keel, she had been dodging giant icebergs which filled the strait, and when morning dawned and the fog lifted she found herself within ninety feet of a huge berg, which rose high above her decks in front of her. Not a hundred

yards away rose a forbidding wall of rock a hundred feet high, and only the fact that the sea was comparatively smooth made her saving possible.

All in Sleeping Bags.

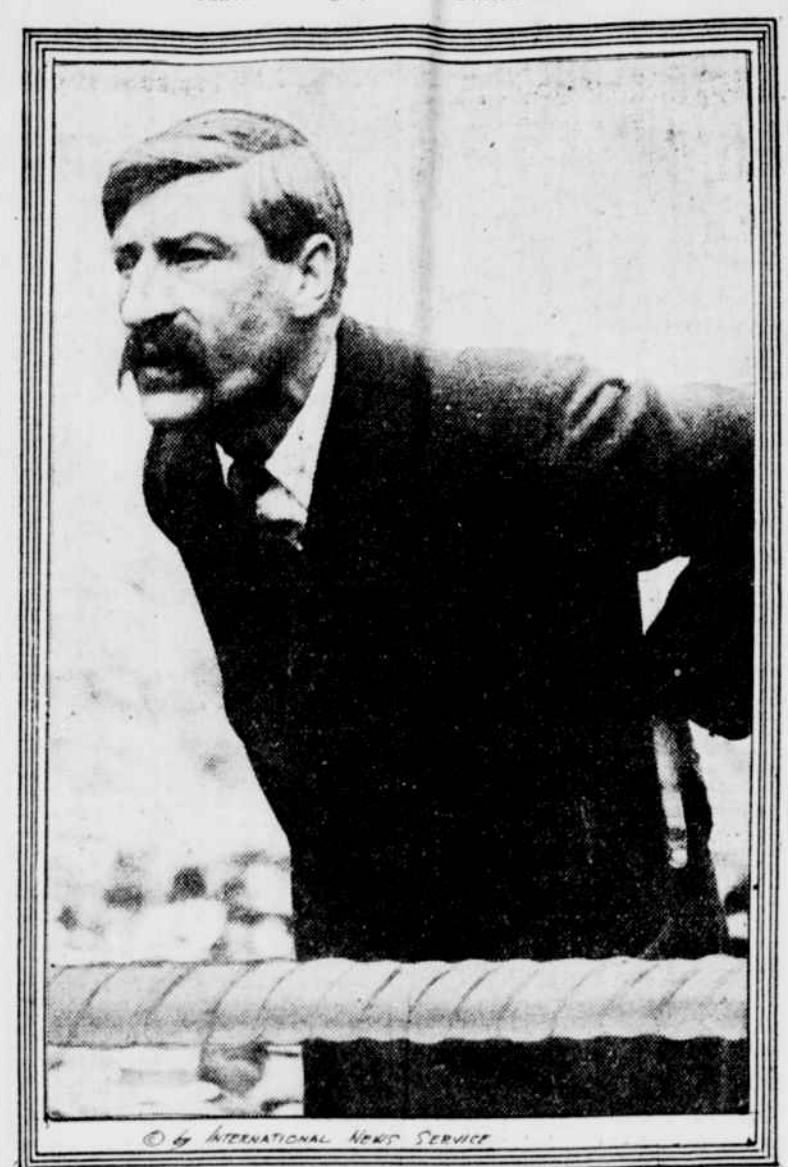
"It was a mighty narrow escape," said Judge Sprigg, and Mr. Patterson echoed his words.

Judge Sprigg at first refused to talk at all on the expedition, but when he did his story was dramatic to an extreme degree.

"It was a thick, heavy fog," he continued. "One could not see a hundred yards ahead. All of the members of the expedition were asleep in sleeping bags on deck. I was sleeping on the grating aft the wheel and Mr. Patterson in a hammock away up forward. We had been asleep possibly two hours when every one was awakened by a terrific bump of the ship, followed by two others. We jumped up and found the members of the crew in great ex-

### JAMES LARKIN.

Leader of Dublin transport workers' strike, who received his industrial education largely in the United States.



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citement, and they soon began to throw overboard the cargo. The power boat was tossed over among the first, and bags of coal followed, seventy-five tons, more or less, going by the board in the effort to lighten the ship. The engines were reversed in vain.

"MacMillan, who was sleeping on deck, tried to restore order. The lifeboats were made ready and Murphy, the bos'n, was ordered below to investigate conditions. In the mean time the work of taking the cargo to Red Bay was begun.

#### Busy Dodging Icebergs.

"The fog settled down on us about 9 o'clock. At 6 we had passed Point Amour, and so we knew our direction. Mr. Newberry, the first mate, was at the helm. Captain West was sleeping at the time of the accident, and in the evening we had been dodging icebergs—there were scores of them—and we twisted and turned to avoid them. Then came the fog. Two men were on watch at the time, for an iceberg gives little warning. We were running slowly to avoid trouble. When we hit we could hear the breakers on the rocky wall ahead, and we narrowly missed crashing into it. As I looked up I could see the berg towering above the deck.

"It seemed so near that I could touch it. Captain West insisted he had given the proper directions and the mate that he had obeyed them. I believe that both were right in a way, but that in the repeated changing of the course the mate lost track of his position, not his course, mind you, and that he had got too far to the northwest, though his prow was pointed right.

"Mr. Patterson is still nursing an injury to his right leg caused by a fall while hunting Arctic hares at Etah. Mr. Patterson and one of his Esquimaux guides were climbing over the rocks, when Mr. Patterson lost his balance and tumbled twenty-five feet, and for a short time he lay stunned, his Esquimaux superstitiously fearing to touch a man who might be dead. Finally, when he recovered his senses sufficiently to move, the Esquimaux returned to his aid and he was carried to the Erik. He was put to bed at once and confined there for several days."

### "COLOR LINE" IN LONDON

Negro Doctor Fails to Get Municipal Job.

London, Sept. 18.—The "color line" is not often drawn in England, but the Camberwell poor law guardians to-day decided to appoint a negro as district medical officer on the ground that the poor were very fastidious in such matters. It was admitted during the session of the guardians that the black doctor's qualifications were better than those of the other candidates, and some of the guardians wanted to treat him as "a brother."

The majority of the guardians, however, supported Dr. Robert Capes, who opposed the appointment of the colored physician. In doing so, he said:

"In plain English he is a negro, and as such is not a suitable doctor for a post of this sort. The poor are a great deal more fastidious than people imagine. They would refuse to be attended by a man of color."

### IN PRAISE OF DR. JOHNSON

Consul General Griffiths Explains Dislike of Americans.

Lichfield, England, Sept. 18.—The American Consul General in London, John L. Griffiths, on his election to-day as president of the Samuel Johnson Society said it was not altogether inappropriate that an American should follow a number of Scotsmen in paying tribute to the celebrated English lexicographer, essayist and poet, for the doctor's dislike of Americans was as senseless as Johnson's attitude toward Americans. Mr. Griffiths said, "I can explain when it was remembered that he could not conceive any persecution being sufficiently oppressive to induce Englishmen to leave their native country."

Mr. Griffiths concluded by saying that nowhere was Johnson more generously admitted than in the land whose inhabitants he regarded with so much suspicion and distrust.

### BIG OIL FIELD CHANGES HANDS.

Bogota, Sept. 18.—The control of a petroleum field more than 1,200 square miles in extent in Colombia has been secured by the Colombian Syndicate, Limited, of

## TRUNKS OF BANKER'S WIFE HELD AT PIER

Continued from first page.

Mr. McCullough's valet was ordered to a storeroom for similar inspection.

Nothing dutiable was concealed on the maid, but in her stocking the woman inspector found a package containing bills of sale of many of the costly gowns found in the trunks.

With this discovery Deputy Surveyor Raczkiewicz, in charge of the pier staff, ordered the baggage locked and sent to the Appraiser's Stores.

Mr. McCullough was told that he and the maid and valet would have to appear at the Custom House in the morning if his wife was too ill to be present and explain to the Surveyor why the gowns in her trunks had not been declared.

When the case was called yesterday the banker, accompanied by counsel, attended the hearing, which lasted three hours. When he left the Custom House a conference was held by Solicitor Barnes, Deputy Collector Stuart, Surveyor Henry and Deputy Surveyor Smyth relative to what action would be taken by the government on the evidence thus far developed by the examination of the McCullough baggage yesterday.

The detained trunks were part of six thousand pieces of baggage brought ashore on Wednesday night by passengers on the Imperator. The customs staff, with 190 inspectors, was able to handle all of it as quickly as it was brought ashore, but the work of examination was menaced by the poor lighting facilities in parts of the pier and by the presence of three thousand or more visitors who had come to meet the Imperator's 850 saloon and 633 second cabin passengers.

The unusually large crowd of passengers and friends caused much congestion and handicapped the inspectors in the work of examination.

### RACER RACES TO LINER

J. H. Pugh, of Motor Boat Fame, to Board the Baltic.

(By Cable to The Tribune.)  
London, Sept. 18.—Post Wheeler sailed on the Baltic to-day for New York, but would not see reporters. Others taking the boat train at Euston were Consul General Robert T. Wynne and family, Colonel and Mrs. William Jay, William H. Crane, J. MacDonough, of the New York Yacht Club, and Bishop William D. Walker, of the Diocese of Western New York.

James H. Pugh, owner of the American power boat Disturber III, dashed to Queenstown via Waterloo yesterday, catching the train by one minute. He has an important engagement in Chicago, his home city, and took the night mail to Queenstown. He is still suffering from the effects of inhaling gas from the motor boat which he drove in the international races the other day. The day before leaving he said: "The Maple Leaf, the British boat, won, and won on her merits, too. It was unquestionably a great race, and I found Englishmen sportsmen in the best sense of the word. I will try to produce a faster boat to compete again, and will keep on trying until America gets back the cup it once held for twelve years."

### TURKEY'S NEW FRONTIER

Laid out in Detail in Protocol of Treaty with Bulgaria.

Constantinople, Sept. 18.—The protocol of the treaty defining the Turco-Bulgarian frontier, which was signed to-day, provides that the new frontier line shall begin on the Black Sea at the mouth of the River Pasova, immediately north of the town of San Stefano (twenty-five miles above Midia). The line joins the old frontier near Devetli Agatch and follows the old frontier as far as Soudjak. It then passes two kilometers to the south of Mustapha Pasha and two kilometers to the east of Ortakol, joining the Maritza River at Mandra. It follows the course of the river as far as the delta, where the frontier is formed by the right branch of the river.

Larkin is boycotted by all the Irish press and by several of the powerful organizations which put Home Rule above everything else, but in spite of this opposition he has rallied about him a force which promises to develop into a political party.

Should Home Rule for Ireland become an actuality, farseeing Irish politicians believe the new government will find a fresh alignment of parties organized on the basis of economic differences. Instead of, as hitherto, the sharply divided Protestants and Catholics, Orangemen and Nationalists.

## 'BUSMEN OF LONDON PREPARE FOR STRIKE

Transport Tie-Up to Begin at Midnight in Fight for Recognition of Union.

### RAILWAY MEN MAY JOIN

Birmingham Men Reject Liverpool's Counsel of Moderation and Declare for Nationwide Walkout.

(By Cable to The Tribune.)

London, Sept. 19.—Unless the men's demands are granted London's great bus strike will begin at midnight to-night. About 350 of Messrs. Tilling's men ceased work yesterday. There was some hope at one time during the day that a strike affecting all the motor busses of the traffic combine could be averted, as the Tilling company made an offer to reinstate all the dismissed men and withdraw the order against the wearing of the trade union badges, but at the Mansion House conference called by the Lord Mayor, Messrs. Tilling rejected the men's demand for recognition of the union, and the men's officials thereupon declared that the general strike order would not be withdrawn.

Explaining the failure of the Mansion House conference, Ben Smith, strike organizer, at a mass meeting of the strikers last night, declared: "We are preparing to stop every passenger carrying vehicle in London before we will lose the fight. Tilling will come first, then the General Omnibus Company, then the tubes, and after that, if we are forced to it, the streetcars."

The recent amalgamation of the London underground railways, tubes and busses and privately owned streetcars, forms one of the most powerful traction combines in existence. The unionizing of the employees of these interests has proceeded with equal success. Therefore the execution of a general strike order means the practical stoppage of all passenger-carrying traffic, except the municipal streetcars. Even the latter might join in a sympathetic strike.

In the railway dispute peace hangs in the balance. Following Birmingham's example, the Liverpool men, while working hard for peace all day in conference with the railway officials, passed a resolution last night calling for a national strike for the right to refuse to handle "blackleg" goods. The national executive of the men's unions after an all day sitting at Unity House, refrained from endorsing the strike demands, and counseled all branches to limit the area of dispute. While the peace negotiations were going on late last night the Birmingham men rejected the counsel from Unity House and again declared for a national strike.

The freight paralysis at Birmingham is affecting other points in the Midlands. The London & North Western Railway is not accepting any freight for Birmingham.

In Dublin additional firms closed down yesterday. What little work was done at the docks was under police protection. Profiting by the experience of yesterday's riots, the authorities diverted the streetcars from the routes followed by the processions of strikers. Many strikers are on the verge of starvation, and the belief is becoming general that the workmen will soon be starved into submission. The opposition of the Catholic clergy to the Transport Workers' Union is growing.

James Larkin, the leader of the union, denies the reports of threatened starvation.

### LARKIN BOYCOTTED

Strike Leader Likely to Evolve New Political Party.

Dublin, Sept. 18.—It is becoming increasingly apparent that the strike of the transport workers here will result in the rise of an Irish labor party, destined to wipe out many of the traditional lines of cleavage in the political, religious and industrial life of Ireland.

The historic and bitter feud between Nationalist residents and the members of the Royal Irish Constabulary added to the ferocity of the street fighting during the riots, but the strike itself was a clear-cut issue between employer and employee over the question of labor unionism.

The master mind of the street carmen's side of the controversy, James Larkin, is a picturesque character, who imbued his union principles while working in the steel mills of the United States. When he began his work of organizing transport labor in Ireland he found practically a virgin field for his efforts.

Larkin is not even an Irishman, having begun his career at the Liverpool docks. He believes in Continental and American methods of conducting strikes and has no sympathy with the nationalist aspirations which are so dear to the hearts of many of his followers. He showed small patience with the slow and conservative methods introduced into Ireland by men who had secured their labor union training in England, and soon broke from these leaders and proceeded to organize the transport workers of Dublin on the basis of similar organizations in the United States. His efforts naturally met with bitter opposition from the employers.

Larkin is boycotted by all the Irish press and by several of the powerful organizations which put Home Rule above everything else, but in spite of this opposition he has rallied about him a force which promises to develop into a political party.

Should Home Rule for Ireland become an actuality, farseeing Irish politicians believe the new government will find a fresh alignment of parties organized on the basis of economic differences. Instead of, as hitherto, the sharply divided Protestants and Catholics, Orangemen and Nationalists.

## NORTHCLEFFE APPROVES SMALLEY'S IRISH VIEWS

British Newspaper Owner Thinks U. S. Is Misinformed on Home Rule Question.

### GETS ONLY FLOATING TALK

Suggests That Some Leading Journal Here Should Send Independent Correspondent to Investigate Situation.

(By Telegram to The Tribune.)

Truro, Nova Scotia, Sept. 18.—Lord Northcliffe, controlling proprietor of "The Times," of London; "The Daily Mail," "The Daily Mirror" and sixty other publications, is on his way from inspecting his large paper mills in the interior of Newfoundland, where he has established two model cities and an entirely new port, from which he is able to deliver paper practically in Fleet street, the home of London newspapers, within eight days. Lord Northcliffe is on his way to Montreal and thence to Chicago. He will go from there to New York via Washington and Philadelphia.

During his visit to New York he purposes to inspect and compare a number of newspaper establishments to ascertain whether any adaptable developments have been made since his visit two years ago.

He was reading The Tribune of last Sunday when The Tribune correspondent found him in the private car Constitution on the Intercolonial Railway between Sydney and Truro. At once he called attention to Mr. G. W. Smalley's article entitled "No Home Rule," and said:

"It is a pity that some leading American newspaper does not send an independent correspondent to investigate what is happening in Ireland. Judging by what I have read lately in a large number of American newspapers which have reached me at my home in Grand Falls, Newfoundland, I fancy very few of them are getting more than the floating talk of Fleet street. Home Rule is a matter of immense interest to American newspapers because of the great interest in the Irish question in the United States. That the North of Ireland is arming and drilling and that the government does not dare take action in what is already practically a state of rebellion are facts that seem to be entirely hidden from the American public."

"Sir Edward Carson, who is not only the leader of this movement but the leading member of the English bar, declines any compromise and defies the government to arrest him. The arming and drilling are proceeding night and day, and it would seem that an outbreak might be expected any moment."

Lord Northcliffe will reach New York early in October, and will sail for England about the end of the first week in October. He is accompanied by a party of journalists, all members of his staff, who are making a study of conditions in Canada and in the United States. He arrived at North Sydney this morning on the steamer Lintrose, after crossing Newfoundland in his special car from Grand Falls.

Belfast, Sept. 18.—Captain James Craig, Unionist M. P. for the Eastern Division of County Down, announced at a public meeting here to-night the acceptance by General Sir George Richardson, of the post of "General Officer Commanding the Volunteers."

Sir Edward Carson, who is continuing his inspection trip through West Down, expressed the hope in addressing the volunteers that the next time he saw them "every man will have a rifle on his shoulder." He advised them to leave no stone unturned to resist the "invader."

Frederick E. Smith, K. C., another of the Irish leaders, urged them to make their ideal such that when the time came for Sir Edward Carson to negotiate with the government he might do so with the knowledge that behind him were 100,000 disciplined volunteers.

The commanding general emphasized the importance of efficacy in drill and knowledge of the rifle as being useful when the rally sounded.

### BLACKMAILING A BARONET

Letter Asks for \$500, with Death as Alternative.

(By Cable to The Tribune.)

London, Sept. 18.—A Black Hand message, signed "Painter," has been received by Sir John Henry Bethell, Bart., M. P. for the Romford division of Essex and a prominent director of the London and Southwestern Bank, at his home, Park House, Blake Hall Road, Wansted, demanding that a sum of £100 be placed under the steps of Wansted Old Church by 6 a. m. on the morning of September 20. The letter, which is written in a good, firm hand, threatens death if the command is not obeyed and dire disaster if the communication is sent to Scotland Yard.

Sir John, nevertheless, turned the letter over to Scotland Yard, and detectives will be on hand to watch developments when a dummy package is planted in the hope of catching the blackmailers.

Sir John says he is not inclined to regard the letter seriously, but asks for police aid as the letter is signed "Painter," because lately he had some serious differences with the Painters' Union, about five thousand of whom are still on strike, the other half having returned to work.

### BRICK COMPANY NOT A TRUST.

The grand jury yesterday dismissed the complaint against the Greater New York Brick Company by Francis M. Weeks, a contractor. It was alleged that the company was a conspiracy in restraint of trade. The complaint was brought first to the Attorney General two years ago. He turned it over to the District Attorney and long hearings were held before Magistrate Freschi. The magistrate decided that the evidence justified the issuance of warrants.

## JAPAN WON'T LISTEN TO NEW TREATY SUGGESTION

Administration Near End of Diplomatic Resources—Legal Arguments Without Avail.

### CHINDA SEES PRESIDENT

Mikado's Government Satisfied to Contest the Issue on Existing Basis—"Tokio Not Impatient."

(From The Tribune Bureau.)

Washington, Sept. 18.—Interest in the Japanese-California situation was awakened and the Secretary of State's dilatory methods were emphasized by a conference between the President and the Japanese Ambassador, Baron Chinda, at the White House this afternoon, although administration officials assert that the Foreign Office at Tokio is not impatient over the delay of Secretary Bryan in carrying forward the negotiations, and the ambassador politely informed the Chief Executive that "the Japanese are a patient people."

Japan still insists that the Webb-Bloodgood act violates the commercial treaty of 1911 and is unconstitutional, while President Wilson and Secretary Bryan argue to the contrary. This is the situation which has prevailed for several months without the slightest indication of either side wavering.

It developed to-day that the administration is anxious to wipe the slate clean and negotiate a new commercial treaty which will make positive the points now involved in the controversy, but this proposal is unwelcome to the Foreign Office. This suggestion is taken to mean, however, that the administration has about exhausted its diplomatic resources and has submitted all its legal arguments without avail.

#### Present Basis Satisfies Japan.

Those officials who realize the delicacy inseparable from the negotiations preliminary to a treaty with Japan and who recall the difficulties and anxiety attending the negotiations of the existing commercial treaty by the last administration express considerable surprise that any suggestion for a termination of that convention should come from the United States. In view of subsequent events and the possibilities of technical advantages in the present treaty, taken in connection with the California situation and its alleged discrimination, Japan is satisfied to contest the issue on the existing basis.

The proposition to terminate the present negotiations is not contained specifically in any of the notes presented to the Japanese Ambassador by Secretary Bryan, but there have been "informal" hints that such a course should be taken to preserve the friendly relations between the two nations. There is reason to believe that certain marked divergences between Secretary Bryan's position, as expressed in conversation, and the attitude of the administration, as conveyed in Mr. Bryan's written communications, have led the Japanese Ambassador to seek further light, and possibly even some categorical expressions from the head of the administration, who, it is hoped, will prove less subtle in his differentiation between his spoken and written words.

#### Situation Has Two Phases.

It is recognized by the well informed that there are two distinct and separate phases of the situation, one diplomatic and the other judicial. The diplomatic angle is that Japan contends that the commercial treaty is violated by the anti-alien land ownership legislation, and the judicial turn is given by the claim that the law is unconstitutional. The Foreign Office at Tokio, however, is primarily interested in the diplomatic issue and would not be content even with a court decision vindicating Japan's contention, as it is stubbornly urged that the anti-alien land act implies a discrimination which is invalid.

Action in the courts will be taken by Japanese as individuals as soon as it is possible to base a suit on a concrete case. The courts are unable to decide a "most question" as to the constitutionality of an act, but when a Japanese owning land dies and the State of California attempts to enforce the provisions of the Webb-Bloodgood law a test suit will be instituted. Whether the national government will offer the services of the Japanese Justice representative is doubtful, as such action would be manifestly inconsistent with the states rights ideas of President Wilson and Secretary Bryan and contrary to their contention that the law is constitutional.

The situation now is that Japan will be satisfied only with an acknowledgment by the United States government that the California law violates the treaty of 1911 and is unconstitutional. This is Japan's stand, and it has been perfectly clear to officials of the administration.

President Wilson expresses the hope that "a middle ground" may be found on which to adjust the controversy, but the Japanese are incapable of conjecturing where this "middle ground" can be found.

After his conference with President Wilson, Ambassador Chinda said there were no developments. He said he did not know when the American reply would be made to the last Japanese note. He added that he had desired for some time to talk over the question with President Wilson, but various things had prevented. The ambassador declined to discuss the details of his conference.

### CONSUL LOSES HIS JOB.

Panama Government Returns Exequatur to Ou Yang-Keng.

Panama, Sept. 18.—A rupture has occurred in the relations between the Panama government and Ou Yang-Keng, the Chinese Consul General, as a result of which the consul's exequatur has been returned to him, thus relieving him of his office status.

The government officials allege that the consul has been unduly active in creating opposition among his countrymen to the provisions of the new law, which requires them to register.

### ANOTHER FIRE AT GHENT FAIR.

Ghent, Sept. 18.—Three pavilions at the International Industrial Exposition here were destroyed early this morning by a fire which started in a German restaurant. This is the fifth fire since the opening of the exposition, and altogether property valued at upward of \$300,000 has been burned.